

Sun, Xiuqin

From: Wischhusen,Carl [CWischhusen@fchs.com]
Sent: Wednesday, October 25, 2006 8:57 PM
To: Sun, Xiuqin
Cc: Guerra, Beatriz
Subject: RE: Proposed Examiner's Amendment for U.S. Appln. No. 10/773,015 (our ref 03161.001378)

Dear Examiner Sun,

As you requested, a revised Amendment is attached including Claims 1-3 and 15. Please feel free to contact me if you have any questions.

Best regards,

Carl Wischhusen

From: Sun, Xiuqin [mailto:Xiuqin.Sun@USPTO.GOV]
Sent: Wed 10/25/2006 8:42 AM
To: Wischhusen,Carl
Subject: RE: Proposed Examiner's Amendment for U.S. Appln. No. 10/773,015 (our ref 03161.001378)

Dear Wischhusen,

In order to avoid any mistake, please change the claims 2, 3, and 15 (specially 15 is not similar) accordingly.

Best regards,

-----Original Message-----

From: Wischhusen,Carl [mailto:CWischhusen@fchs.com]
Sent: Tuesday, October 24, 2006 3:20 PM
To: Sun, Xiuqin
Cc: Guerra, Beatriz
Subject: Proposed Examiner's Amendment for U.S. Appln. No. 10/773,015 (our ref 03161.001378)

Dear Examiner Sun,

The proposed Examiner's amendment to Claim 1, as shown in the attached document, is acceptable. We understand that you will amend 2, 3, and 15 similarly. Please proceed at your earliest convenience.

Best regards,

Carl B. Wischhusen
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EXAMINER'S AMENDMENT

1. (Currently Amended) A method of determining at least one characteristic of a tire selected from: the three components of a resultant of forces which are exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure; the method comprising the steps of obtaining at least two measurements of circumferential extension or contraction between at least a pair of fixed points positioned at a same radius and being separated in azimuth in at least one sidewall of the tire, the at least two measurements being made at two predetermined azimuth positions of the tire that are separated in azimuth from the center of the contact area, calculating the characteristic from the at least two measurements, and ~~storing the calculated characteristic generating a signal representing the calculated characteristic, for electronically controlling a vehicle.~~

2. (Currently Amended) A method of determining at least one characteristic of a tire selected from: the three components of a resultant of forces which are exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure; the method comprising the steps of obtaining at least two measurements of circumferential extension or contraction between at least a pair of fixed points positioned at a same radius and being separated in azimuth in each of the sidewalls of the tire, the at least two measurements being made at two predetermined azimuth positions of the tire that are separated in azimuth from the center of the contact area, calculating the characteristic from the at least two

~~measurements, and storing the calculated characteristic, generating a signal representing the calculated characteristic, for electronically controlling a vehicle,~~

wherein the circumferential contraction or extension of both of the sidewalls is estimated by measuring the distance between the cords of the carcass ply in the sidewalls.

3. (Currently Amended) A method of determining at least one characteristic of a tire selected from: the three components of a resultant of forces which are exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure; the method comprising the steps of obtaining at least two measurements of circumferential extension or contraction between at least a pair of fixed points positioned at a same radius and being separated in azimuth in each of the sidewalls of the tire, the at least two measurements being made at two predetermined azimuth positions of the tire that are separated in azimuth from the center of the contact area, calculating the characteristic from the at least two measurements, and ~~storing the calculated characteristic, generating a signal representing the calculated characteristic, for electronically controlling a vehicle,~~

wherein the circumferential contraction or extension of both of the sidewalls is estimated by measuring the distance between wires forming a sensor which measures a variation in capacitance linked with the distance separating two electrodes.

15. (Currently Amended) A method of determining at least one selected characteristic of a tire selected from: the three components of a resultant of forces which are

exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure, comprising the following steps:

determining measurement azimuths and collecting values of circumferential extension of at least one sidewall during varied stresses on the tire which stresses are selected to span a full range in which evaluation of the at least one selected characteristic will be permitted in normal use, the selected stresses giving rise to all the couplings liable to be encountered during normal use,

obtaining values of circumferential extension with a first measurement means and values of the at least one selected characteristic associated with circumferential extension with a second measurement means in order to form a training base,

determining coefficients of a transfer function to establish a link between the values of circumferential extension and the values of the at least one selected characteristic using the training base,

generating signals representing estimates of the at least one selected characteristic obtained by the transfer function, for comparison to measured values, and

testing the transfer functions by comparing the generated signals representing estimates of the at least one selected characteristic obtained by the transfer function with the values obtained by a direct measurement means, [[and]]

~~storing the values of the at least one selected characteristic.~~